

THE PRESENT-DAY CANTON.

THE CITY REVISITED.

It is always interesting to revisit a city after an absence of many months, especially when, during the interval, many stirring events have occurred. Canton is at all times a place of the deepest interest and mystery, and the mystery and the interest seem to have increased tenfold during the past eight or nine months. The writer made his journey to the Provincial capital by rail, and a few words concerning it may not be without interest.

THE RAILWAY JOURNEY.

The ride through the New Territories is a delightful one. One after another, the most entrancing views open out to the delighted eye, and surely one of the prettiest bits of scenery is that near Shatin, where the railway skirts the shore on the right, while on the left the frowning hills rear themselves towards the sky. When the train passes Tai Po, however, the scenery becomes much less interesting, and from this point until Canton is reached there is very little to see but an eternal succession of paddy-fields with ranges of hills in the background. On the frontier near Sam-Chun a camp of our Baluchi warriors overlooks into Chinese territory, and from the opposite side waves the new rainbow flag of the Republic. There is a startling difference when the train enters Chinese territory. The smart soldierly Sikh policemen at the stations on the British station are replaced by armed Chinese guards at Sam-Chun. These guards are a sight for the gods. At this particular station they were dressed in a uniform of some kind of blue dungaree, fitting where it touched in true Chinese military style. Some had boots and some sandals and some trod mother earth with their bare feet. All were armed with rifles and fixed bayonets, while each carried an astonishing number of cartridges bound round his chest and waist. Without exception, they were a wild, evil-looking set, and looking at their countenances one is at no loss to understand the outrages that have taken place in different parts of poor troubled Cathay when such men as these have suffered from any real or fancied grievance. They seemed to serve their purpose, however, for at all the stations everything was very orderly. The farther the train penetrated into the heart of the country the more unsoldier-like did these guards become. At one place there was not one of the men that had a complete uniform, and it was not until Canton itself was reached that anything like a military smartness was manifested. At certain parts along the line the paddy-fields bear witness to the late floods. In many places nothing but huge expanses of water were to be seen, and although the surplus fluid is rapidly draining off, there is no doubt that the crops have been severely injured and much damage done. The peasantry working along the line make one wonder all kinds of things. What a wretched existence these poor creatures must lead! Dirty, ragged, unkempt and ignorant, working up to the knees in slush and mud, they can know but little more of the joy of life than the patient buffaloes assisting them in their toil. The unpathy depicted on the faces of the people, especially the women, is appalling; they appear to take no interest in anything; doubtless the toil for their daily food leaves them no leisure or desire to know what goes on in the great world around them.

ARRIVAL IN CANTON.

The train arrived at Tai Sha Tau considerably more than half an hour late. The station was crowded with soldiers armed to the teeth and every native passenger was subjected to a searching and a severe scrutiny. This process did not appear to be carried out any two gently either, and it is not difficult to understand with what ease a soldier can place an enemy in a dangerous position by merely breathing a few words of suspicion against him. The first noticeable thing after leaving the station is a range of temporary buildings acting as barracks and which appeared to be very full of men. At 7.30 p.m. the Bund and, especially the eastern section of it, seemed almost deserted except for a few sampan people and soldiers. Before the revolution the Bund was always crowded at this time of night; there were stalls innumerable and the place used to resemble a fair rather than a thoroughfare. All this appears to be changed, and although there were more people at the western end, it was far different from what it was in the old days. There is a strange, indefinable change in the Canton streets of to-day. It is hard to say wherein this change lies, but it is evident to anyone who knew the city in past years. There appear to be fewer people out of doors; they appear to be graver than they were before and the

suspicion of one's neighbour—always so prevalent in China—seems to be increased.

ARMED MEN IN THE STREETS.

The number of armed men about the streets is astonishing. In addition to police armed with swords, there are at every street corner men armed with rifles, and small patrols can be seen everywhere. In the whole city there must be several thousand men under arms, not counting those who are encamped round about. The presence of all these men is somewhat surprising. What is it the authorities fear? Surely there are not so many "bad characters" even in Canton as to warrant this manifestation of force? Or is it that those in power feel that the people are not so enamoured of the new regime as they would have one to suppose and that all this armed force is absolutely necessary to preserve the existing Government? A European gentleman whose work is wholly among the Chinese remarked to the writer that there is more open grumbling and dissatisfaction with the existing state of affairs than there was under the old Government. It is not that the people are out of sympathy with republican principles, but that they feel that they are not getting the benefits they imagined would come with the departure of the Manchus. So many thought that with the exit of the latter would come a time of profound peace, a total suppression of armed robbery, piracy, lessened taxation, a vastly increased trade, a boom in native manufactures and work without stint for all, and in every one of these details the people have been disappointed.

RESENTMENT AGAINST REFORMS.

The people are galled, moreover, by many of the innovations brought in by the new Government, excellent though some of them are. There is considerable resentment against the regulations of the new rudimentary Sanitary Board—a man who has pitched his rubbish into the street for years does not like to be suddenly told he must put it into a proper receptacle. The interference in the religious and social ceremonies of the people is far from relished except by the more enlightened few—and let it be remembered that the enlightened are but as a drop in the bucket when compared with the vast population of the province. The proposed debasement of Confucius from his exalted seat has caused a more than ordinary flutter in educational doctores, and thus both the enlightened and the unenlightened have a cause of complaint. The question of religion is one of peculiar interest just now. Old beliefs are being swept away; but what is to be substituted when the present wave of iconoclasm has passed? It is to be feared nothing but a gross materialism and self-satisfaction that makes the individual a god unto himself. Not long ago a Chinese youth brought to his English master an essay to correct and the subject was, "On the Limitation of the Power of God!" Little points like this show the trend of the thoughts of modern young China.

EXECUTIONS.

The horrible surfeit of executions, many of them barbarous and revolting, has also done much to shock the people, for although the average Chinese does not place a very high value on human life, there is a limit even to his callousness. If tales current in the city are true the number of reported executions is but a fraction of what have really taken place, and it is somewhat significant that Wu Hon Man has recently given orders that there shall be no more public executions.

THE FINANCIAL SITUATION.

The bank-note question in the city remains as acute as ever. Notes are only accepted at heavy discount and no one will touch them if he can avoid it. The multitudinous proclamations that have been issued concerning them seem but to have still further increased public distrust. The authorities are evidently hard put to it to make both ends meet and the Patriotic Subscription, though it has produced some thousands, has been by no means a success. To raise money the Government is said to be about to sell certain properties in the Old City that formerly belonged to the old Government. The financial question remains, and is likely to remain, the most difficult question the Government has to face. Most of the people are greatly opposed to foreign loans, but they can suggest no other means of raising the money that is so urgently needed.

EDUCATION.

There is a grand scheme for compulsory and, in the case of the poor, free education on hand, but where the money is to come from to finance the proposed schools is a mystery. Regarding this scheme some very peculiar rumours are current in the city to the effect that children under it may be drafted into other provinces to be taken from their parents, and that before long children will be forcibly removed from their homes and placed in the Government schools. This may

account for the high average attendance at many of the Hongkong schools, the boys being probably afraid to go back to their villages.

WANT OF CONFIDENCE.

The various associations and societies are still busy at their usual scheming and contribute in no small measure to the prevailing want of confidence. It is said that very uncomplimentary reports regarding even Sun Yat-sen's conduct in the province have been sent to Peking, while Wu Hon Man is said to be very much at variance with his advisers. While there is no saying how much truth there is in these statements they are by no means improbable, for many of the societies who are responsible for this kind of thing are at war to the knife with each other, and the fact that one society supports an official will be quite sufficient to secure his condemnation from another.

SHAMEEN.

Shameen still possesses its sandbag forts, barbed wires and Baluchis, and in the maintenance of these safeguards the Consular authorities are doubtless wise. The Chinese seem much annoyed at the presence of our Indians, however, and uncomplimentary things are being said about the British for bringing them there. As an example of the astonishing tales that circulate among the Chinese, the following may not be without interest. According to them the British live in great fear of the Indians and therefore do not allow any man to marry until he is 50 years of age so that the number of children may be small and the danger consequently less. Also when Britain goes to war she always sends the Indian soldiers first so that as many may be killed as possible.

ANTI-REVOLUTION FEARED.

The rumours of an expected anti-revolution are still being heard, and that there is an anti-government if not anti-republican organisation is without doubt a fact. Many attempts to smuggle arms into the city have been made and quite a large haul of ammunition was made by the authorities not many days ago.

EUROPEAN DRESS AND BLUE GOGGLES.

The craze for European clothing appears to have bitten pretty deeply into the Cantonese, if one may judge by the number of shops bearing the magic sign *young i* (foreign clothes). Some of these shops contain lay figures dressed in what they fondly suppose to be the height of European style. In a street near the railway ferry there is one with a black frock-coat, khaki trousers, collars and red tie, straw hat containing a large button ornamented with a likeness (?) of Sun Yat-sen and the whole nicely set off with a pair of blue goggles. Many of the girls have also modified their style of coiffure, but I saw none so stylish as those to be daily seen in the streets of this Colony. Why is it that good-looking Chinese girls in Canton as well as here persist in disfiguring themselves with the atrocious blue goggles above mentioned?

CHANGING SOCIAL CUSTOMS.

It is said that many ladies are now to be seen in company with their husbands and male relatives and that men and women visit public places together. At present this is not looked upon with any great amount of approbation, for while one section disapproves it as injudicious to allow too much freedom to females, another ridicules it and contemptuously enquires why Chinese can so demean themselves as to *look fan K'wei K'ei*, or imitate a foreign custom. It is time, however, that some of the prudish customs of these people became a thing of the past, and when a man is no longer ashamed of being seen in company with his wife or sisters he probably will in time become ashamed to seek female society among the ranks of the *demi-monde*.

"HISTORY" OF THE REVOLUTION.

What a wonderful history this old city has had, what ups and downs, what times of rejoicing, what times of frenzied hate, what scenes of blood and fight! If anyone wishes to read a stirring tale he should get a copy of the book the literal title of which is "The Three Days' Killing." It tells how that when the ruthless Bannermen from the north sacked the city they killed high upon a million in the strife. It tells how a heroic monk raised eighteen gates in a series of fortifications in the west of the city to keep out the invaders, and how one by one the gates fell before the might of the conquerors. The spaces between these gates are still called *P'ei*, such as Shap Pat *P'ei*, and it tells how the carnage ceased through weariness at a spot now known as Tse Yan Lane, or Thankfulness Lane.

If over the complete history of the part Canton played in the revolution comes to be written some queer stories will doubtless be told. "Wheels within wheels" is but a faint simile to illustrate the mazes of Cantonese politics. Troublesome days are doubtless ahead, but one may take heart of grace and remember that the old city with its romance and mystery, its craft and wickedness, has come safely out of many a terrible ordeal and will doubtless emerge triumphant from its present flood of difficulties.

A. G. B.

THE UNIVERSITIES OF THE EMPIRE.

ADDRESSES BY MR. BALFOUR AND SIR F. D. LUGARD.

Mr. Balfour, presiding at the afternoon sitting of the Congress of Universities of the Empire on the 4th inst., said the nature of the difficulty with which it was specially proposed to deal that afternoon would become apparent to everybody who put aside our ordinary current form of speech and remembered, what every one of them knew, that education was something much more than intellectual training or the acquisition of the whole man. They were allowed to forget this with relative impunity in Western Universities, because, in fact, the general training of the young was only in part carried out by the official teacher. In this country they knew that the most important part of their training at the school or University was due to the collision of minds between the boys or the undergraduates. They did not have it brought home to them here with the same insistence that it was brought home to the teachers in Oriental Universities, that there was and must be a collision—not an irreconcilable collision—between the growth of scientific knowledge in all its branches and the traditions, beliefs, customs, which, after all, were the great moulding forces of social men. In the West the changes of knowledge and the changes of tradition had gone on by relatively small degrees. There had been in every case mutual adjustment; and the difficulties were hardly to be mentioned with those which necessarily came upon them when they brought in upon a society, unprepared with the long training they had gone through, generation after generation, the full stress and weight of modern scientific, critical, and industrial knowledge. He did not know that anybody, whatever his views might be upon education at large on the function which spiritual ideals and ancient custom had upon that training, was likely to underestimate the violence of the effect which this sudden contrast must produce upon an ancient and a civilized country.

This modern knowledge, remember, was not a thing which could be ignored or neglected in the East, for it came to them with all the enormous prestige which naturally resulted from great material successes. How, then, were they going to diminish the shock which this sudden invasion of a wholly alien learning must have upon the cultured society of the East? Any catastrophic change in the environment of an organism was about to inflict great injury upon the organism, even perhaps to destroy it altogether. On the other hand, if the change, however great, were gradual, if the organism was given an opportunity of making its own changes in correspondence with that change of environment, there was no reason why it should not flourish as greatly in the new as it did in the old surroundings. Here they were forced, however, to be catastrophic. It was impossible to get by a gradual process, in the East, what we had got to by a gradual process in the West, which was suddenly carried full-fledged, unchanged, and planted down, as it were, in these new surroundings. He did not profess even to suggest a solution of the problem; but there were certain methods which might be indicated that afternoon of mitigating dangers and difficulties inevitably incidental to what in the main would, he hoped, prove to be a great and beneficial revolution, but which in its inception and in its progress was not without danger to characteristics was not without danger to some of the best and highest interests of the great Oriental races (Cheers).

SECULAR EDUCATION IN THE EAST. Sir FREDERICK LUGARD, Chancellor of the University of Hongkong, considered the problem of the education of Orientals, which was recently stated in the following terms by *The Times*:—"Can Western education divorced from all religious teaching supply a code of morality to take the place of the ancient indigenous codes of which a purely secular education tends to sap the inherited religious basis?" In opening the University of Hongkong they had to consider whether it was possible to obtain the give-and-take of religious sanctions and emotional side of a young man's nature—without any form of compulsion. They proposed to meet that difficulty by allowing religious bodies to establish hostels, with facilities for teaching the Christian or other religions; by bringing the best influences to bear on the remaining students; and by carefully selecting the text-books, etc., so as to hold up the example of Eastern or Western great men, whether of Eastern or Western origin, as models of high standards of life and of high ideals. But he personally believed that even those precautions were but palliatives, and that what was required was that those who were engaged in the teaching of Orientals should adapt their methods to the requirements of the East instead of attempting to foist upon the East a system identical with that which in the West had by the process of natural evolution proved its adaptability to the particular circumstances of the West.

Sir THEODORE MORRISON, member of the Council of India, said the much-abused secular education in India, especially on the moral side, had not been a failure at all; on the contrary, it had been a splendid success. (Cheers.) It was universally acknowledged that it was English education which had freed the public services from corruption, and immensely raised the standard of honesty in professional life. The proof of that was to be found in the great movements of social reform which were transforming and elevating the whole of Indian society. The moral side of the subject was read by Dr. J. C. B. Ewing, Vice-Chancellor of Punjab University, and the other speakers included Sir Thomas Raleigh, member of the Council of India, the Hon. Devapradas Saravdhikary (Calcutta University), and the Rev. J. M. Russell (Madras University).

RESIDENTIAL COLLEGES AND HOSTELS. Mr. E. B. Sargent, member of the Royal Commission on University Education in London, read a paper on residential facilities, including colleges and hostels, in connection with Universities,

Professor Geddes strongly deprecated the present tendency in some quarters to establish separate hostels, under authority, some for teachers, others for students of divinity, of law or medicine, or even mainly for undergraduates alone, as of narrowing and weakening tendency. Experience of 23 years of University halls in Edinburgh and of five in the kindred hall at Chelsea had fully justified their self-governing method and constitution—that of inviting residents of all faculties and of very various ages, with as large a possible proportion of graduates as well as of undergraduates, and even of senior men already in the practice of their professions. Such a group, however small, thus becoming from the first the beginning of a veritable college for its University.

DR. MORRISON'S REMARKABLE LIBRARY.

It is stated that the Chinese Government are contemplating the purchase of the unique library possessed by Dr. Morrison at Peking, who is shortly resigning his connection with the *Times* and returning to Australia. The library is said to be valued at £40,000.

From a long description of the library recently written by the Peking correspondent of the *N. C. Daily News* we take the following:—Dr. Morrison began buying over twenty years ago, long before he had any definite idea of coming to China, and when books dealing with the Celestial Empire were a drug in the market. Since joining *The Times* in 1897 he has systematically purchased every available book on China in every language and has constantly searched the book catalogues of the world for books relating to it. The collection includes works on China, Tibet, Mongolia, Kashgaria, Siberia, Korea, Formosa, and the neighbours of China, and a comprehensive set of works on Central Asia and the rivalry between Great Britain and Russia on the western frontiers of China.

A POLYGLOT COLLECTION. There are books in twenty languages, including English, French, German, Russian, Finnish, Dutch, Danish, Swedish, Norwegian, Italian, Latin, Spanish, Portuguese, Turkish, Arabic, and Hebrew. Dictionaries alone number more than 400, including the early vocabulary of Mentzel, published in 1680, giving a Latin translation of the characters of the Nestorian tablet; the *Ma-dictionary*, completed in 1724, by Fernandez Serrano, a learned Jesuit priest resident in Changtzu, the *Ma-dictionary* used by Sir John Barrow, who was attached to Lord Macartney's Embassy to China in 1793; and many other such rarities, together with a remarkable collection of dictionaries in foreign languages dealing with Mongol, Tibetan, Manchu, Buriat, and Turki. There is a complete list of the Turkish books upon China. These deal chiefly with Islamism, and were presented to Dr. Morrison by the Hon. W. W. Rockhill, American Ambassador in Constantinople. The collection is rich in volumes that possess special interest by reason of the marginal notes inscribed by authors or successive owners, or famous libraries, such as the Beckford, the Duke of Hamilton's, the Duke of Norfolk's, or the Duke of Cambridge's. It contains the "Yoyage a Pékin" by M. de Guignes, with the album of plates in duplicate, one coloured and one plain, the former painted by the author himself, specially bound, and accompanied by a long letter of dedication for presentation to Talleyrand. Of Marco Polo there are forty-one editions, including the excessively rare first edition of 1498 in Italian; the almost equally rare edition of 1508, also in Italian; and other editions of the 17th century. There is the first French edition, the first English, and the first German, as well as all modern editions, even that in Danish. The set of Mendez Pinto contains the very rare first edition of 1614 in Portuguese, also the first Spanish edition and the first English.

THE HANKOW SHOOTING CASE.

THE TRIAL OF HUNZE. The following additional details of the Hankow shooting case are published by the *Central China Post*:—

Karl Hunze, who wounded three Chinese by shooting during the riot at the Tachimien on July 3rd, was tried in the German Consular Court on the 18th. He was convicted and sentenced to six months' imprisonment at Tsingtao. In addition he was ordered to pay, as compensation to the wounded Chinese, \$75 to Tao Yun-tien and \$5 to Tsai Kwang-yu. The trial took place before Vice-Consul Klotz and four assessors, Messrs. G. Roehroke, F. Muller, F. Bahnsen and O. Klein. Dr. N. L. Chang was present with an interpreter as representative of the Wuchang Government. The prisoner admitted the shooting. He described how he had been in the house at Messrs. Carlowitz & Co.'s hides department on the night when the riot began. He had been fearing trouble, having dismissed a blacksmith from service the preceding day. As stones flew about the building he believed the house was being attacked. That was the reason for his firing.

Most of the other evidence was formal. C. Grapow, Superintendent of Police told of the arrest of Hunze and of the statement he made the morning after the riot. Three of Hunze's fellow workers stated that they had been out on the night in question. On returning they found the Chinese in the neighbourhood excited. The Chinese witnesses showed no eagerness to tell what they knew of the affair. They had heard a little noise, but had been so busy with their various duties that they had taken no notice until three of them were touched by bullets.

The three German blue-jackets, Domke, Jesse and Sprung, whose altercation with ricksha coolies was the beginning of the trouble also gave evidence. Domke stated that, when the riot became serious he tried to enter the Alhambra Bar for refuge, but the door was closed on him by a woman on the premises. He was roughly handled by the crowd until a party of Chinese police rescued him. Evidence corroborating this statement was given by two foreign women residing near by.

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Hongkong 11th July, 1912. [902]

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By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 12th July, 1912. [905]

INTIMATIONS

SHANGHAI CLUB.

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THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of New Stoves. More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fixing the stoves when they arrive.

GEORGE CURRY,
Local Secretary.
Gas Office, Hongkong.
9th July, 1912. [956]

IN THE MATTER OF THE COMPANIES' ORDINANCE No. 1 of 1905, and

IN THE MATTER OF GEO. FENWICK AND COMPANY, LIMITED, (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 176 of the Companies Ordinance No. 1 of 1905 that a GENERAL MEETING of Members of the above-named Company will be held at the Office of the Liquidators, No. 5, Queen's Road Central, First Floor, at 12 o'clock Noon on WEDNESDAY, the 31st July, 1912, for the purposes provided for in the said Section.

PERCY SMITH, BETH & FLEMING,
Liquidators,
5, Queen's Road Central.
Hongkong, 19th July, 1912. [922]

"WHEN IN DOUBT PLAY TRUMPS."

OUR "HALF PRICE OFFER," suggested by the recent POLICE RAID ON NEWSBOYS, will remain in force for a few days only.

If in doubt, settle the matter at once by sending in your name to be added to our subscription list before it is too late to secure the reduced rate—\$1.50 per month.

THE HONGKONG TELEGRAPH.
Hongkong, 26th July, 1912. [937]

For a Change

Try our

AUSTRALIAN LAMB.

You will be delighted with the result.

THE

DAIRY FARM CO., LTD.

[30]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyances to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

FURNISHING DEPT.

JUST RECEIVED:

LACE CURTAINS

and

MADRAS MUSLINS

IN NEW DESIGNS.

CASEMENT CLOTHS

THE LATEST SHADES.

ART LINENS

AND

CRETONNES

SEND FOR PATTERNS.

LANE, CRAWFORD & Co.

[51]

AUCTION

G. & R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 6th day of August, 1912, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of Two Lots of CROWN LAND below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS, to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lots	Locality	Boundary Measurements	Contents	Annual Rent	Upset Price
1	Lot 1	100 feet by 100 feet	7,025	200	1,130
2	Lot 2	100 feet by 100 feet	7,025	200	1,130

FOR SALE

FOR SALE OR TO LET.
Furnished or Unfurnished.

"LEWKNOR," No. 116, THE PEAK.
Possession October 16th, 1912.
Full Particulars of Price or Rent can be obtained from—

Messrs. JOHNSON, STOKES & MASTER,
Solicitors,
Prince's Buildings, 100 House Street,
Hongkong, 26th July, 1912. [939]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building),
Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of BABY DOLLS

CHINESE DRESSES.

NOTHING BETTER FOR THE SEASON!
JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers and Fancy.

Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c.

You will find our range incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 13th May, 1912. [50]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS ... \$15,000,000
STRIKING ... \$15,000,000
SILVER ... \$15,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COVER OF DIRECTORS.
E. SHERRILL, Esq., Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq.
G. H. Mathurst, Esq.
G. H. Mathurst, Esq.
W. L. Pattenden, Esq.
O. S. Gubbay, Esq.
Hon. Mr. C. H. Ross
G. B. Laurens, Esq.
H. A. Sien, Esq.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent per annum on the Daily Balance.

On Fixed Deposits:
For 3 months, 2½ per cent per Annum.
For 6 months, 3½ per cent per Annum.
For 12 months, 4 per cent per Annum.

N. J. STABB,
Chief Manager.
Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... \$1,200,000
RESERVE FUND ... \$1,200,000
RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000
PAID UP ... \$1,200,000
RESERVE FUND ... \$1,200,000

HEAD OFFICE:
40, Threadneedle Street, LONDON, E.C.

BRANCHES:
Calcutta, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. O. MACDONALD,
Manager.
Hongkong, 29th March, 1912. [909]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000).
Paid up Capital Fl. 12,401,050 (\$1,033,421).
Reserve Fund Fl. 3,282,157.01 (\$271,013).

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DRAGONS BANK, SWISS BANKYERBANK.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent per annum on Daily balances and accepts Fixed Deposits at the following rates:

12 months 4½ per annum.
6 do. 3½ do.
3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Voeux Road Central.
Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 40,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Antung-Hsien, Liao-Yang, Ryojun, Calcutta, (Port Arthur), Bombay, London, San Francisco, Shanghai, Lyons, Hongkong, Yokohama, Kobe, Hankow, Peking, New York, Tokyo, Osaka, Manila, Cebu.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 30th July, 1912. [344]

ENTERTAINMENT

VICTORIA THEATRE.

Two Performances:
7.15 P.M.—PICTURES ONLY—7.15 P.M.:
9.15—PICTURES AND ARTISTS.

THE GREAT TRAGICAL PICTURE FOR A FEW NIGHTS, "ROMEO AND JULIET."

THE GREAT WEEK OF PICTURES, BANDITS OF PARIS, TORMENT, FORGIVENESS, "ATTACKED BY A LION," and the MONSTER PICTURE, the GREAT DISASTER of the

WHITE STAR LINER, S.S. "TITANIC,"

These Pictures will be Exhibited at the MATINEES On SATURDAY and SUNDAY, Hongkong, 23rd July, 1912. [58]

TO LET

TO LET.

OFFICES in King's Building.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 26th July, 1912. [121]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

"GREENMOUNT," situated at 18, BONHAM ROAD. Newly renovated and comfortable for a suitable Residence, Nice View of the Harbour and Adjacent Islands. Reasonable Rent.

Apply—
No. 4, BIPON TERRACE, Bonham Road.
Hongkong, 27th July, 1912. [944]

TO LET.

"BERTHOLWYN," Peak Road, from 15th July. EUROPEAN FLAT, Nathan Road, Kowloon.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 10th July, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, ONE-ROOMED OFFICE.

Apply Property Office.
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [733]

TO LET.

No. 12, BEACONSFIELD ARCADE, First Floor.

No. 15, BEACONSFIELD ARCADE, First Floor.

No. 14, MACDONALD ROAD, "CALDER," 6-Roomed House, Fine Situation, from 1st August, 1912.

"CHELTONDALE," No. 100, THE PEAK, Furnished, 5 ROOMS for 2 months, August and September.

LARGE ROOMS, Central Position, Cheap Rent.

LARGE GODOWN in No. 34, DUNDAL Street, 1st Floor.

1 SMALL GODOWN in DUNDAL Street (Godown D).

"ROGATE" Austin Road, Kowloon, from 1st April.

For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.

For Sale, with or without Furniture, "TOR CREST," No. 8, THE PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 29th July, 1912. [122]

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

LIVER DISEASE IN CHINA
ITS CURE AND PREVENTION.

This complaint which, most probably, begins with pain in the right side and shoulder, fever, nausea, constipation and semi-jaundiced skin, is far too serious to be ignored, and such symptoms should cause the sufferer to seek the nearest medical aid. In places where this cannot be readily obtained, however, "free purgation with calomel, compound jalap powder or sulphate of magnesium, fomentations over the side and very spare diet, excluding meat and alcohol, will"—to quote that distinguished medical authority, Sir Joseph Fayrer—"probably give relief, and may stave off inflammation and consequent abscess."

In these cases, diet exercises an important influence, and European sufferers are apt to feel particularly weak when they first exclude the meat and alcohol to which they have been accustomed. This feeling can, however, be relieved with consummate ease by the simple process of using Sanatogen. Consisting of 95 per cent. of the body-building part of pure milk, chemically combined with a per cent. of glycerophosphate of sodium—the form in which phosphorus is found in the nervous system—Sanatogen supplies a concentrated nourishment for brain and body, blood and nerves, in the condition in which it can be most readily absorbed by the tissues.

Moreover, Sanatogen is so easily digested that it puts no strain on the disordered stomach and liver, and it rapidly brings about that feeling of well-being which is so essential for the vigorous enjoyment of life. These statements can all be easily verified, for every reader must have among his acquaintances many people who have derived benefit from Sanatogen, since it is so universally used in China, both by the advice of the physician and on the recommendation of those who have themselves derived benefit from its reinvigorating, revitalising and curative power. One of the most distinguished physicians in Calcutta writes:—"I am using Sanatogen in a case of disordered liver, sleeplessness and gastric derangements with cerebral neurasthenia. I am glad to inform you that the patient is nearly all right."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent, free, to all mentioning this paper on application to Messrs. A. Watson & Co., 6, Kienkang Road, Shanghai.

Sanatogen can be obtained at all Chemists.

[90-424]

WATSON'S
OLD BLENDED
GLENLIVET

WHISKY.

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the West Highland Bonded Warehouses, Greenock, Scotland.

A. S. WATSON & Co., Ltd.
ALEXANDRA BUILDINGS

[879]

MARTIN'S
APIOL-STEEL
PILLS

A Remarkable Remedy for all Irritation of the Urinary Tract. It is a powerful antiseptic and disinfectant. It is a powerful antiseptic and disinfectant. It is a powerful antiseptic and disinfectant.

MARTIN'S
APIOL-STEEL
PILLS

GRIMAULT'S
SYRUP

OF
HYPOPHOSPHITE OF LIME

FOR
STUBBORN COUGHS

BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

THE NEW FRENCH REMEDY. No. 1. No. 2. No. 3. No. 4. No. 5. No. 6. No. 7. No. 8. No. 9. No. 10. No. 11. No. 12. No. 13. No. 14. No. 15. No. 16. No. 17. No. 18. No. 19. No. 20. No. 21. No. 22. No. 23. No. 24. No. 25. No. 26. No. 27. No. 28. No. 29. No. 30. No. 31. No. 32. No. 33. No. 34. No. 35. No. 36. No. 37. No. 38. No. 39. No. 40. No. 41. No. 42. No. 43. No. 44. No. 45. No. 46. No. 47. No. 48. No. 49. No. 50. No. 51. No. 52. No. 53. No. 54. No. 55. No. 56. No. 57. No. 58. No. 59. No. 60. No. 61. No. 62. No. 63. No. 64. No. 65. No. 66. No. 67. No. 68. No. 69. No. 70. No. 71. No. 72. No. 73. No. 74. No. 75. No. 76. No. 77. No. 78. No. 79. No. 80. No. 81. No. 82. No. 83. No. 84. No. 85. No. 86. No. 87. No. 88. No. 89. No. 90. No. 91. No. 92. No. 93. No. 94. No. 95. No. 96. No. 97. No. 98. No. 99. No. 100. No. 101. No. 102. No. 103. No. 104. No. 105. No. 106. No. 107. No. 108. No. 109. No. 110. No. 111. No. 112. No. 113. No. 114. No. 115. No. 116. No. 117. No. 118. No. 119. No. 120. No. 121. No. 122. No. 123. No. 124. No. 125. No. 126. No. 127. No. 128. No. 129. No. 130. No. 131. No. 132. No. 133. No. 134. No. 135. No. 136. No. 137. No. 138. No. 139. No. 140. No. 141. No. 142. No. 143. No. 144. No. 145. No. 146. No. 147. No. 148. No. 149. No. 150. No. 151. No. 152. No. 153. No. 154. No. 155. No. 156. No. 157. No. 158. No. 159. No. 160. No. 161. No. 162. No. 163. No. 164. No. 165. No. 166. No. 167. No. 168. No. 169. No. 170. No. 171. No. 172. No. 173. No. 174. No. 175. No. 176. No. 177. No. 178. No. 179. No. 180. No. 181. No. 182. No. 183. No. 184. No. 185. No. 186. No. 187. No. 188. No. 189. No. 190. No. 191. No. 192. No. 193. No. 194. No. 195. No. 196. No. 197. No. 198. No. 199. No. 200. No. 201. No. 202. No. 203. No. 204. No. 205. No. 206. No. 207. No. 208. No. 209. No. 210. No. 211. No. 212. No. 213. No. 214. No. 215. No. 216. No. 217. No. 218. No. 219. No. 220. No. 221. No. 222. No. 223. No. 224. No. 225. No. 226. No. 227. No. 228. No. 229. No. 230. No. 231. No. 232. No. 233. No. 234. No. 235. No. 236. No. 237. No. 238. No. 239. No. 240. No. 241. No. 242. No. 243. No. 244. No. 245. No. 246. No. 247. No. 248. No. 249. No. 250. No. 251. No. 252. No. 253. No. 254. No. 255. No. 256. No. 257. No. 258. No. 259. No. 260. No. 261. No. 262. No. 263. No. 264. No. 265. No. 266. No. 267. No. 268. No. 269. No. 270. No. 271. No. 272. No. 273. No. 274. No. 275. No. 276. No. 277. No. 278. No. 279. No. 280. No. 281. No. 282. No. 283. No. 284. No. 285. No. 286. No. 287. No. 288. No. 289. No. 290. No. 291. No. 292. No. 293. No. 294. No. 295. No. 296. No. 297. No. 298. No. 299. No. 300. No. 301. No. 302. No. 303. No. 304. No. 305. No. 306. No. 307. No. 308. No. 309. No. 310. No. 311. No. 312. No. 313. No. 314. No. 315. No. 316. No. 317. No. 318. No. 319. No. 320. No. 321. No. 322. No. 323. No. 324. No. 325. No. 326. No. 327. No. 328. No. 329. No. 330. No. 331. No. 332. No. 333. No. 334. No. 335. No. 336. No. 337. No. 338. No. 339. No. 340. No. 341. No. 342. No. 343. No. 344. No. 345. No. 346. No. 347. No. 348. No. 349. No. 350. No. 351. No. 352. No. 353. No. 354. No. 355. No. 356. No. 357. No. 358. No. 359. No. 360. No. 361. No. 362. No. 363. No. 364. No. 365. No. 366. No. 367. No. 368. No. 369. No. 370. No. 371. No. 372. No. 373. No. 374. No. 375. No. 376. No. 377. No. 378. No. 379. No. 380. No. 381. No. 382. No. 383. No. 384. No. 385. No. 386. No. 387. No. 388. No. 389. No. 390. No. 391. No. 392. No. 393. No. 394. No. 395. No. 396. No. 397. No. 398. No. 399. No. 400. No. 401. No. 402. No. 403. No. 404. No. 405. No. 406. No. 407. No. 408. No. 409. No. 410. No. 411. No. 412. No. 413. No. 414. No. 415. No. 416. No. 417. No. 418. No. 419. No. 420. No. 421. No. 422. No. 423. No. 424. No. 425. No. 426. No. 427. No. 428. No. 429. No. 430. No. 431. No. 432. No. 433. No. 434. No. 435. No. 436. No. 437. No. 438. No. 439. No. 440. No. 441. No. 442. No. 443. No. 444. No. 445. No. 446. No. 447. No. 448. No. 449. No. 450. No. 451. No. 452. No. 453. No. 454. No. 455. No. 456. No. 457. No. 458. No. 459. No. 460. No. 461. No. 462. No. 463. No. 464. No. 465. No. 466. No. 467. No. 468. No. 469. No. 470. No. 471. No. 472. No. 473. No. 474. No. 475. No. 476. No. 477. No. 478. No. 479. No. 480. No. 481. No. 482. No. 483. No. 484. No. 485. No. 486. No. 487. No. 488. No. 489. No. 490. No. 491. No. 492. No. 493. No. 494. No. 495. No. 496. No. 497. No. 498. No. 499. No. 500. No. 501. No. 502. No. 503. No. 504. No. 505. No. 506. No. 507. No. 508. No. 509. No. 510. No. 511. No. 512. No. 513. No. 514. No. 515. No. 516. No. 517. No. 518. No. 519. No. 520. No. 521. No. 522. No. 523. No. 524. No. 525. No. 526. No. 527. No. 528. No. 529. No. 530. No. 531. No. 532. No. 533. No. 534. No. 535. No. 536. No. 537. No. 538. No. 539. No. 540. No. 541. No. 542. No. 543. No. 544. No. 545. No. 546. No. 547. No. 548. No. 549. No. 550. No. 551. No. 552. No. 553. No. 554. No. 555. No. 556. No. 557. No. 558. No. 559. No. 560. No. 561. No. 562. No. 563. No. 564. No. 565. No. 566. No. 567. No. 568. No. 569. No. 570. No. 571. No. 572. No. 573. No. 574. No. 575. No. 576. No. 577. No. 578. No. 579. No. 580. No. 581. No. 582. No. 583. No. 584. No. 585. No. 586. No. 587. No. 588. No. 589. No. 590. No. 591. No. 592. No. 593. No. 594. No. 595. No. 596. No. 597. No. 598. No. 599. No. 600. No. 601. No. 602. No. 603. No. 604. No. 605. No. 606. No. 607. No. 608. No. 609. No. 610. No. 611. No. 612. No. 613. No. 614. No. 615. No. 616. No. 617. No. 618. No. 619. No. 620. No. 621. No. 622. No. 623. No. 624. No. 625. No. 626. No. 627. No. 628. No. 629. No. 630. No. 631. No. 632. No. 633. No. 634. No. 635. No. 636. No. 637. No. 638. No. 639. No. 640. No. 641. No. 642. No. 643. No. 644. No. 645. No. 646. No. 647. No. 648. No. 649. No. 650. No. 651. No. 652. No. 653. No. 654. No. 655. No. 656. No. 657. No. 658. No. 659. No. 660. No. 661. No. 662. No. 663. No. 664. No. 665. No. 666. No. 667. No. 668. No. 669. No. 670. No. 671. No. 672. No. 673. No. 674. No. 675. No. 676. No. 677. No. 678. No. 679. No. 680. No. 681. No. 682. No. 683. No. 684. No. 685. No. 686. No. 687. No. 688. No. 689. No. 690. No. 691. No. 692. No. 693. No. 694. No. 695. No. 696. No. 697. No. 698. No. 699. No. 700. No. 701. No. 702. No. 703. No. 704. No. 705. No. 706. No. 707. No. 708. No. 709. No. 710. No. 711. No. 712. No. 713. No. 714. No. 715. No. 716. No. 717. No. 718. No. 719. No. 720. No. 721. No. 722. No. 723. No. 724. No. 725. No. 726. No. 727. No. 728. No. 729. No. 730. No. 731. No. 732. No. 733. No. 734. No. 735. No. 736. No. 737. No. 738. No. 739. No. 740. No. 741. No. 742. No. 743. No. 744. No. 745. No. 746. No. 747. No. 748. No. 749. No. 750. No. 751. No. 752. No. 753. No. 754. No. 755. No. 756. No. 757. No. 758. No. 759. No. 760. No. 761. No. 762. No. 763. No. 764. No. 765. No. 766. No. 767. No. 768. No. 769. No. 770. No. 771. No. 772. No. 773. No. 774. No. 775. No. 776. No. 777. No. 778. No. 779. No. 780. No. 781. No. 782. No. 783. No. 784. No. 785. No. 786. No. 787. No. 788. No. 789. No. 790. No. 791. No. 792. No. 793. No. 794. No. 795. No. 796. No. 797. No. 798. No. 799. No. 800. No. 801. No. 802. No. 803. No. 804. No. 805. No. 806. No. 807. No. 808. No. 809. No. 810. No. 811. No. 812. No. 813. No. 814. No. 815. No. 816. No. 817. No. 818. No. 819. No. 820. No. 821. No. 822. No. 823. No. 824. No. 825. No. 826. No. 827. No. 828. No. 829. No. 830. No. 831. No. 832. No. 833. No. 834. No. 835. No. 836. No. 837. No. 838. No. 839. No. 840. No. 841. No. 842. No. 843. No. 844. No. 845. No. 846. No. 847. No. 848. No. 849. No. 850. No. 851. No. 852. No. 853. No. 854. No. 855. No. 856. No. 857. No. 858. No. 859. No. 860. No. 861. No. 862. No. 863. No. 864. No. 865. No. 866. No. 867. No. 868. No. 869. No. 870. No. 871. No. 872. No. 873. No. 874. No. 875. No. 876. No. 877. No. 878. No. 879. No. 880. No. 881. No. 882. No. 883. No. 884. No. 885. No. 886. No. 887. No. 888. No. 889. No. 890. No. 891. No. 892. No. 893. No. 894. No. 895. No. 896. No. 897. No. 898. No. 899. No. 900. No. 901. No. 902. No. 903. No. 904. No. 905. No. 906. No. 907. No. 908. No. 909. No. 910. No. 911. No. 912. No. 913. No. 914. No. 915. No. 916. No. 917. No. 918. No. 919. No. 920. No. 921. No. 922. No. 923. No. 924. No. 925. No. 926. No. 927. No. 928. No. 929. No. 930. No. 931. No. 932. No. 933. No. 934. No. 935. No. 936. No. 937. No. 938. No. 939. No. 940. No. 941. No. 942. No. 943. No. 944. No. 945. No. 946. No. 947. No. 948. No. 949. No. 950. No. 951. No. 952. No. 953. No. 954. No. 955. No. 956. No. 957. No. 958. No. 959. No. 960. No. 961. No. 962. No. 963. No. 964. No. 965. No. 966. No. 967. No. 968. No. 969. No. 970. No. 971. No. 972. No. 973. No. 974. No. 975. No. 976. No. 977. No. 978. No. 979. No. 980. No. 981. No. 982. No. 983. No. 984. No. 985. No. 986. No. 987. No. 988. No. 989. No. 990. No. 991. No. 992. No. 993. No. 994. No. 995. No. 996. No. 997. No. 998. No. 999. No. 1000. No. 1001. No. 1002. No. 1003. No. 1004. No. 1005. No. 1006. No. 1007. No. 1008. No. 1009. No. 1010. No. 1011. No. 1012. No. 1013. No. 1014. No. 1015. No. 1016. No. 1017. No. 1018. No. 1019. No. 1020. No. 1021. No. 1022. No. 1023. No. 1024. No. 1025. No. 1026. No. 1027. No. 1028. No. 1029. No. 1030. No. 1031. No. 1032. No. 1033. No. 1034. No. 1035. No. 1036. No. 1037. No. 1038. No. 1039. No. 1040. No. 1041. No. 1042. No. 1043. No. 1044. No. 1045. No. 1046. No. 1047. No. 1048. No. 1049. No. 1050. No. 1051. No. 1052. No. 1053. No. 1054. No. 1055. No. 1056. No. 1057. No. 1058. No. 1059. No. 1060. No. 1061. No. 1062. No. 1063. No. 1064. No. 1065. No. 1066. No. 1067. No. 1068. No. 1069. No. 1070. No. 1071. No. 1072. No. 1073. No. 1074. No. 1075. No. 1076. No. 1077. No. 1078. No. 1079. No. 1080. No. 1081. No. 1082. No. 1083. No. 1084. No. 1085. No. 1086. No. 1087. No. 1088. No. 1089. No. 1090. No. 1091. No. 1092. No. 1093. No. 1094. No. 1095. No. 1096. No. 1097. No. 1098. No. 1099. No. 1100. No. 1101. No. 1102. No. 1103. No. 1104. No. 1105. No. 1106. No. 1107. No. 1108. No. 1109. No. 1110. No. 1111. No. 1112. No. 1113. No. 1114. No. 1115. No. 1116. No. 1117. No. 1118. No. 1119. No. 1120. No. 1121. No. 1122. No. 1123. No. 1124. No. 1125. No. 1126. No. 1127. No. 1128. No. 1129. No. 1130. No. 1131. No. 1132. No. 1133. No. 1134. No. 1135. No. 1136. No. 1137. No. 1138. No. 1139. No. 1140. No. 1141. No. 1142. No. 1143. No. 1144. No. 1145. No. 1146. No. 1147. No. 1148. No. 1149. No. 1150. No. 1151. No. 1152. No. 1153. No. 1154. No. 1155. No. 1156. No. 1157. No. 1158. No. 1159. No. 1160. No. 1161. No. 1162. No. 1163. No. 1164. No. 1165. No. 1166. No. 1167. No. 1168. No. 1169. No. 1170. No. 1171. No. 1172. No. 1173. No. 1174. No. 1175. No. 1176. No. 1177. No. 1178. No. 1179. No. 1180. No. 1181. No. 1182. No. 1183. No. 1184. No. 1185. No. 1186. No. 1187. No. 1188. No. 1189. No. 1190. No. 1191. No. 1192. No. 1193. No. 1194. No. 1195. No. 1196. No. 1197. No. 1198. No. 1199. No. 1200. No. 1201. No. 1202. No. 1203. No. 1204. No. 1205. No. 1206. No. 1207. No. 1208. No. 1209. No. 1210. No. 1211. No. 1212. No. 1213. No. 1214. No. 1215. No. 1216. No. 1217. No. 1218. No. 1219. No. 1220. No. 1221. No. 1222. No. 1223. No. 1224. No. 1225. No. 1226. No. 1227. No. 1228. No. 1229. No. 1230. No. 1231. No. 1232. No. 1233. No. 1234. No. 1235. No. 1236. No. 1237. No. 1238. No. 1239. No. 1240. No. 1241. No. 1242. No. 1243. No. 1244. No. 1245. No. 1246. No. 1247. No. 1248. No. 1249. No. 1250. No. 1251. No. 1252. No. 1253. No. 1254. No. 1255. No. 1256. No. 1257. No. 1258. No. 1259. No. 1260. No. 1261. No. 1262. No. 1263. No. 1264. No. 1265. No. 1266. No. 1267. No. 1268. No. 1269. No. 1270. No. 1271. No. 1272. No. 1273. No. 1274. No. 1275. No. 1276. No. 1277. No. 1278. No. 1279. No. 1280. No. 1281. No. 1282. No. 1283. No. 1284. No. 1285. No. 1286. No. 1287. No. 1288. No. 1289. No. 1290. No. 1291. No. 1292. No. 1293. No. 1294. No. 1295. No. 1296. No. 1297. No. 1298. No. 1299. No. 1300. No. 1301. No. 1302. No. 1303. No. 1304. No. 1305. No. 1306. No. 1307. No. 1308. No. 1309. No. 1310. No. 1311. No. 1312. No. 1313. No. 1314. No. 1315. No. 1316. No. 1317. No. 1318. No. 1319. No. 1320. No. 1321. No. 1322. No. 1323. No. 1324. No. 1325. No. 1326. No. 1327. No. 1328. No. 1329. No. 1330. No. 1331. No. 1332. No. 1333. No. 1334. No. 1335. No. 1336. No. 1337. No. 1338. No. 1339. No. 1340. No. 1341. No. 1342. No. 1343. No. 1344. No. 1345. No. 1346. No. 1347. No. 1348. No. 1349. No. 1350. No. 1351. No. 1352. No. 1353. No. 1354. No. 1355. No. 1356. No. 1357. No. 1358. No. 1359. No. 1360. No. 1361. No. 1362. No. 1363. No. 1364. No. 1365. No. 1366. No. 1367. No. 1368. No. 1369. No. 1370. No. 1371. No. 1372. No. 1373. No. 1374. No. 1375. No. 1376. No. 1377. No. 1378. No. 1379. No. 1380. No. 1381. No. 1382. No. 1383. No. 1384. No. 1385. No. 1386. No. 1387. No. 1388. No. 1389. No. 1390. No. 1391. No. 1392. No. 1393. No. 1394. No. 1395. No. 1396. No. 1397. No. 1398. No. 1399. No. 1400. No. 1401. No. 1402. No. 1403. No. 1404. No. 1405. No. 1406. No. 1407. No. 1408. No. 1409. No. 1410. No. 1411. No. 1412. No. 1413. No. 1414. No. 1415. No. 1416. No. 1417. No. 1418. No. 1419. No. 1420. No. 1421. No. 1422. No. 1423. No. 1424. No. 1425. No. 1426. No. 1427. No. 1428. No. 1429. No. 1430. No. 1431. No. 1432. No. 1433. No. 1434. No. 1435. No. 1436. No. 1437. No. 1438. No. 1439. No. 1440. No. 1441. No. 1442. No. 1443. No. 1444. No. 1445. No. 1446. No. 1447. No. 1448. No. 1449. No. 1450. No. 1451. No. 1452. No. 1453. No. 1454. No. 1455. No. 1456. No. 1457. No. 1458. No. 1459. No. 1460. No. 1461. No. 1462. No. 1463. No. 1464. No. 1465. No. 1466. No. 1467. No. 1468. No. 1469. No. 1470. No. 1471. No. 1472. No. 1473. No. 1474. No. 1475. No. 1476. No. 1477. No. 1478. No. 1479. No. 1480. No. 1481. No. 1482. No. 1483. No. 1484. No. 1485. No. 1486. No. 1487. No. 1488. No. 1489. No. 1490. No. 1491. No. 1492. No. 1493. No. 1494. No. 1495. No. 1496. No. 1497. No. 1498. No. 1499. No. 1500. No. 1501. No. 1502. No. 1503. No. 1504. No. 1505. No. 1506. No. 1507. No. 1508. No. 1509. No. 1510. No. 1511. No. 1512. No. 1513

SHIPPING

ARRIVALS.
 CHANGHONG, British str., 1,210, H. Trowbridge, 28th July—Chefoo 23rd July, General—Butterfield & Swire.
 CHUNHUA, British str., 1,440, Walker, 28th July—Shanghai 25th July, General—Butterfield & Swire.
 KAMO MARU, Japanese str., 2,284, T. L. Sommer, 28th July—Shanghai 28th July, General—Nippon Yusen Kaisha.
 KUMSANO, British str., 1,470, W. F. Richard, 28th July—Shanghai 24th July, General—Jardine, Matheson & Co.
 MOSHUA, American str., 5,750, Emery Rice, 28th July—San Francisco 28th July, Mail S.S. Co.
 NIKKO MARU, Japanese str., 3,439, M. Tagi, 28th July—Manila 24th July, Flour and General—Nippon Yusen Kaisha.
 PALMANG, Dutch str., 1,119, P. Jansen, 28th July—Bali Pappan 21st July, Bulk Oil—Asiatic Petroleum Co.
 POLYMERIN, French str., 3,643, E. Lassine, 28th July—Shanghai 26th July, General—Messageries Maritimes.
 QUANTA, German str., 1,145, H. Modner, 28th July—Saigon 25th July, N.H. Sander, 28th July.
 SIKANG, French str., 615, E. de Catalano, 28th July—Haiphong 26th July, General—Messageries Maritimes.
 VLADIMIR, Russian str., 3,197, K. Kamichuk, 28th July—Odessa 17th June, General—Order.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 July 29th:
 HONGKONG, French str., for Pakhoi.
 MATHILDE, German str., for Haiphong.
 PALMANG, Dutch str., 1,119, P. Jansen, 28th July, for Kobe.
 SHANTUNG, British str., for Kobe.

DEPARTURES.

July 29th:
 CHANGHONG, British str., for Canton.
 CHUNHUA, British str., for Canton.
 EASTERN, British str., for Yokohama.
 KWANGSIE, Chinese str., for Canton.
 N.H.E., American str., for San Francisco.
 YUSHUN, Chinese str., for Canton.

SHIPPING REPORTS.

The British str. *Changhong* reports: Light winds and fine clear weather during passage.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T.K.K. str. *Tenny Maru* left Honolulu for Hongkong via Japan ports and Manila on the 18th July, and is expected to arrive here on the 18th August.
THE AUSTRALIAN MAIL.
 The E. & A. str. *Alderman* left Sydney on the 8th July, for this port via Queensland Ports and Manila.
 The I.G.M. str. *Prinz Sigismund* left Sydney on the 27th July, at 11 a.m., and may be expected here on or about the 18th August.
THE CANADIAN MAIL.
 The C.P.R. str. *Knapress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 24th July, p.m.
THE ENGLISH MAIL.
 The P. & O. str. *Arcturion* left Singapore for this port on the 28th July, at 8 a.m., with the outward English mails, and is due here on the 1st August, at about 6 a.m.
THE GERMAN MAIL.
 The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 10th July, left Colombo on the 27th July, p.m., and may be expected here on or about 7th August.
THE INDIAN MAIL.
 The Apear str. *Ararat* left Calcutta on the 14th July, and may be expected here on or about the 30th July.
MERCHANT STEAMERS.
 The A.L. str. *Vorwarts* left Singapore for this port on the 24th July, a.m., and will arrive here on the 30th July.
 The N.Y.K. str. *Yokohama Maru* (Australia Line) left Nagasaki for this port on the 28th July, and is expected here on the 30th July.
 The N.Y.K. str. *Kaga Maru* (European Line) left Singapore for this port on the 28th July, and is expected here on the 30th July.
 The A.L. str. *Silesia* left Shanghai for this port on the 26th July, and will arrive here on the 30th July.
 The H.A.L. str. *Suevia* left Singapore on the 27th July, p.m., and may be expected here on or about the 1st August, p.m.
 The O.S.K. str. *Scotia Maru* from Tacoma arrived at Manila on 27th July, and will leave again for this port on 29th July, and is due here on the 1st August.
 The N.Y.K. str. *Ceylon Maru* (Australia Line) left Kobe for this port on the 28th July, and is expected here on the 2nd August.
 The N.Y.K. str. *Kirin Maru* (Australia Line) left Calcutta for this port via Rangoon on the 4th July, and is expected here on the 4th August.
 The N.Y.K. str. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 28th July, and is expected here on the 4th August.
 The T.K.K. str. *Nippon Maru* arrived at Yokohama from Honolulu on the 23rd July, and is due to arrive here on the 2nd August.
 The str. *Glenloch* passed the Suez Canal on the 16th July, for Hongkong via Straits.
 The "Mogul Line" str. *Pathan* left United Kingdom on the 7th July, for Hongkong via the Straits.
 The "Ben Line" str. *Bengloe*, from Middlesbrough, left Singapore in the 26th July, for this port.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Wooking, from Singapore, is due in Hongkong 30th July.
Wingang, from Chefoo, is due in Hongkong 30th July.
Laisang, from Calcutta, is due in Hongkong 2nd August.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
Itola, from Singapore, is due in Hongkong 1st August.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring "west Kowloon" are marked "w," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with "no number denoting the section.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	SECTION.
LONDON, via USUAL PORTS OF CALL.	DELTA	Brit. str.	1.
LONDON & ANTWERP via SINGAPORE, &c.	PERA	Brit. str.	1.
LONDON, LEITH & ANTWERP	PERMROKESHIRE	Brit. str.	1.
HAVRE, ROTTERDAM & HAMBURG, &c.	FURST BURLOW	Ger. str.	1.
HAVRE, BREMEN & HAMBURG, &c.	GOLDENFELS	Ger. str.	1.
HAVRE, ROTTERDAM & HAMBURG, &c.	BRISGAVIA	Ger. str.	1.
HAVRE & HAMBURG, &c.	SEVILLA	Ger. str.	1.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAMO MARU	Jap. str.	1.
MARSEILLES, HAVRE & HAMBURG, &c.	SILESIA	Ger. str.	1.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SADO MARU	Jap. str.	1.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	1.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	MEXICO MARU	Jap. str.	1.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON	PRINCESS ALICE	Ger. str.	1.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	SILESIA	Ger. str.	1.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Ger. str.	1.
NEW YORK	ATLANTIC	Am. str.	1.
NEW YORK via SUEZ CANAL	INDRAGHIRI	Brit. str.	1.
BOSTON & NEW YORK	KANSA	Am. str.	1.
BOSTON & NEW YORK	AMERICA	Ger. str.	1.
BOSTON & NEW YORK	DAVID CASTLE	Brit. str.	1.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	1.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	MONGOLIA	Am. str.	1.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON	Am. str.	1.
SAN FRANCISCO via AMOT, SHANGHAI & JAPAN, &c.	PERVA	Am. str.	1.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	1.
AUSTRALIAN PORTS via MANILA	COLEMAN	Ger. str.	1.
AUSTRALIAN PORTS	BARON	Ger. str.	1.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	BARON CAWDORE	Brit. str.	1.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	KITO MARU	Jap. str.	1.
YOKOHAMA & KOBE via SHANGHAI	ITOLA	Brit. str.	1.
KOBE & YOKOHAMA	VOORWAERT	Am. str.	1.
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	1.
KOBE & YOKOHAMA	ABRAHAM	Ger. str.	1.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	1.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	1.
JAPAN	TIPANAS	Dut. str.	1.
TIENSIN via WEIHAUWEI	CHONGHONG	Brit. str.	1.
WEIHAUWEI, CHEFOO & TIENSIN	KUEICHO	Brit. str.	1.
SHANGHAI via NINGPO	KWONGSANG	Brit. str.	1.
SHANGHAI, KOBE & MOJI	BOMBAY MARU	Jap. str.	1.
SHANGHAI, KOBE & MOJI	FOOHSANG	Brit. str.	1.
SHANGHAI	CHONGHONG	Brit. str.	1.
SHANGHAI	ABOARDIA	Brit. str.	1.
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Ger. str.	1.
SHANGHAI	ANBU	Brit. str.	1.
SHANGHAI	BOHEMIA	Am. str.	1.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SADANIA	Brit. str.	1.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Ger. str.	1.
SHANGHAI & KOBE	JINSEN MARU	Jap. str.	1.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NIPPON	Swed. str.	1.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DEN OF GLAMIS	Dut. str.	1.
SHANGHAI	TIEN	Jap. str.	1.
FOOCHOW via SWATOW & AMOY	KAMO MARU	Jap. str.	1.
FOOCHOW via SWATOW & AMOY	MIYAHAMA MARU	Jap. str.	1.
AMOY via SWATOW & AMOY	DAIJIN MARU	Jap. str.	1.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	1.
SWATOW, AMOY, NINGPO & SHANGHAI	FOOCHOW	Brit. str.	1.
SWATOW	HAUNUN	Brit. str.	1.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	1.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	1.
MANILA, MANGARIN, LOILO & CEBU	ZAPINO	Am. str.	1.
MANILA, CEBU & LOILO	TRIAN	Brit. str.	1.
MANILA, CEBU & LOILO	LOONGSANG	Brit. str.	1.
MANILA, MANGARIN, LOILO & CEBU	KATONG	Brit. str.	1.
MANILA	RUEI	Am. str.	1.
BATAVIA, CHERIBON, SAMARANG, &c.	YUNANANG	Brit. str.	1.
BOMBAY via SINGAPORE & COLOMBO	YUNANANG	Brit. str.	1.
SINGAPORE, PORT SWETENHAM, PENANG & RANGOON	HAKATA MARU	Jap. str.	1.
SINGAPORE, PENANG & CALCUTTA	KITANG	Brit. str.	1.
SINGAPORE, PENANG, RANGOON & CALCUTTA	BOHEMIA	Brit. str.	1.
KUDAT & SANDAKAN	CHYUON MARU	Jap. str.	1.
KWANG CHOW WANG & HAIPHONG	BOREO	Ger. str.	1.
	ST. KANG	Freu. str.	1.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR STRAITS TO SAIL
 * SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Wednesday, 31st July, Noon.
 * SHANGHAI, KOBE & MOJI "FOOKSANG" ... Thursday, 1st Aug., 4 p.m.
 * SHANGHAI via NINGPO "KWONGSANG" ... Friday, 2nd Aug., Noon.
 * MANILA "LOONGSANG" ... Saturday, 3rd Aug., 2 p.m.
 * TIENSIN via WEIHAUWEI "CHEONGSHING" ... Tuesday, 6th Aug., Noon.
 * MANILA "TUENSANG" ... Saturday, 10th Aug., 2 p.m.

RETURN TOURS TO JAPAN.
 The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Hongkong, 30th July, 1912.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 FOR STRAITS TO SAIL
 LONDON, LEITH & ANTWERP "PEMBROKESHIRE" ... About 10th Aug.
 SHANGHAI, NAGASAKI, KOBE & "DEN OF GLAMIS" ... About 25th Aug.
 YOKOHAMA
 LONDON, LEITH & ANTWERP "CARMARTHENSIRE" ... About 3rd Sept.
 SHANGHAI, KOBE & YOKOHAMA "FLINTSHIRE" ... About 20th Sept.
 Does not carry passengers.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Hongkong, 30th July, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.
EASTWARD.
 The S.S. "ITOLA," 5,257 tons, Captain W. W. Tucker, will be despatched for YOKOHAMA and KOBE on 2nd Aug., at D'light, to be followed on 10th August by S.S. "MUTTRA," Capt. H. Carry, taking Cargo and Passengers at Current Rates.
WESTWARD.
 The S.S. "ITINDA," 5,251 tons, Captain A. J. Evans, will leave HONGKONG for SINGAPORE, PORT SWETENHAM, PENANG and RANGOON on 30th July, at Noon, followed by the S.S. "FULFRA," Captain H. W. Tallent, on the 5th August, at Noon and S.S. "FAZILKA," Captain Cammack, on the 9th Aug., at Noon, taking Cargo and Passengers at Current Rates.
 The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Telephone No. 215, Hongkong, 30th July, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY
 PROPOSED SAILINGS FROM HONGKONG AND QUEBEC SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
"MONTEAGLE" ... Sat., 3rd Aug.	"ALLAN LINE" ... Fri., 30th Aug.
"EMPEROR OF INDIA" ... Sat., 24th Aug.	"EMPEROR OF BRITAIN" ... Fri., 20th Sept.
"EMPEROR OF JAPAN" ... Sat., 14th Sept.	"ALLAN LINE" ... Fri., 11th Oct.
"MONTEAGLE" ... Sat., 5th Oct.	"EMPEROR OF IRELAND" ... Fri., 1st Nov.

The direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10
 Intermediate Steamship ... \$45 ... \$45.
 First Class rate to London includes cost of Meals and Berth in Sleeping-car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL.
 NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ... "PRINCESS ALICE," Capt. L. FRANK, 20,300, Wednesday, 7th Aug., at Noon.
 SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... "KLEIST," Capt. L. MAASS, 17,000, About Wednesday, 7th Aug.
 MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... "COLENZ," Capt. L. KLUGKIST, 6,750, Saturday, 10th Aug., at 9 a.m.
 KOBE and YOKOHAMA ... "PRINZ SIGISMUND," Capt. D. LINS, 6,000, About Tuesday, 20th Aug.
 KUDAT and SANDAKAN ... "BORNEO," Capt. F. SIBBELL, 5,000, Middle of August.
 All the Steamers of the European Line are fitted with Wireless Telegraphic and New System of Telephones.
 For Further Particulars, apply to **NORDDEUTSCHER LLOYD, MEYERHOF & Co.,**
 GENERAL AGENTS HONGKONG AND CHINA.
 Hongkong, 27th July, 1912.

VESSELS ON THE BEET

"INDRA" LINE, LIMITED.
 FOR BOSTON AND NEW YORK.

THE Steamship
 "INDRAGHIRI,"
 Capt. W. E. Kelway, will be despatched as above on or about the 30th July.
 This Steamer has superior accommodation for a limited number of Saloon Passengers.
 FARE TO BOSTON OR NEW YORK, \$35.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,**
 Hongkong, 25th June, 1912. [843]

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.
THE Steamship
 "DELTA,"
 Captain E. P. Martin, S.M.S., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 3rd August, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALAYA," 12,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Bulk and Valuables, all Cargo for Franco, and all Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "HIMALAYA," due in London on the 15th September, 1912.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to **H. W. D. SHALLARD,**
 Acting Superintendent,
 Hongkong, 22nd July, 1912. [7]

THE AMERICAN AND MANCHURIAN LINE.
 (BUCKHALL STEAMSHIP LINES, LTD.)
 FOR BOSTON AND NEW YORK.
THE Steamship
 "KANSAS,"
 Captain R. Linklater, will be despatched from this port on or about the 9th August.
 For Freight and further particulars, apply to **THE BANK LINE, LTD.,**
 General Agents,
 Hongkong, 5th July, 1912. [884]

REGULAR STEAMSHIP SERVICE.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.
 FOR NEW YORK.
 S.S. "ATHOLL" ... On or about 23rd August.
 FOR BOSTON AND NEW YORK.
 S.S. "DACRE CASTLE" ... On or about 19th Sept.
 For Freight and further information, apply to **DODWELL & Co., Ltd.,**
 Hongkong, 24th July, 1912. [891-933]

AMERICAN ASIATIC S.S. CO.
 FOR NEW YORK VIA SUEZ CANAL.
 (With Liberty to call at the Malabar Coast).
 S.S. "INVERCLYDE" ... About 10th Sept.
 For freight and further information apply to—**SHEWAN, TOMES & Co.,**
 General Agents,
 Hongkong, 23rd July, 1912. [929]

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 Documents translated from or into Chinese or colloquial Chinese.

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 AT HONGKONG
 FOR
 DEMAND DRAFTS ON BOMBAY
 On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver
FROM 1893 TO 1909;
 ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (from 1900),
 and other useful information.
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